4. That a monument should be *no larger* than is absolutely required to hold and preserve the epitaph (and images, if any) of the deceased, these being the sole objects of a monument. And it should have *no* work not conducive to these ends; for even decoration, observe, is highly conducive thereto; many monuments, the Eleanor crosses, to go no further, having been preserved to us solely *by* their decoration, which has thus done what the strength of rocks could not in resisting the spoiler. But a monument has no right to be enlarged for ornament, i.e. made larger or costlier, to hold ornament or show the architect's skill, than it need be to hold, show, and preserve *as long* as possible, *as strongly* as possible, and *as beautifully* as possible, the epitaph and images, if any. Thus, I think, the very letters of an epitaph should always be ornamental, as all nations, I believe, with the sole and remarkable exception of the Greeks and Romans), have done in their most artistic times,—the Lombards most successfully with our alphabet. And let me remark on this, that without trial for the Puginian mimicry is no trial) you have little idea how much art this union of beauty with *legibility* in the eyes of your own age exacts.

In short, then, *do as little as possible*, but *stinting nothing that can ever so little improve it*. Build as little as possible, but with rocks. Cut as little as possible, but in adamant. Write as little as possible, but in lines of beauty. The very least you can write is the name or names of the monumented, but even *this* your Waterloo and Trafalgar jobs with all their absurd waste, fail in.

Is it impossible to collect all the names that fell at the Nile, or Copenhagen, or Trafalgar? If not I would, ere it is too late, ere they become as though they had not been,—now while some may point and call them grandfather, uncle, cousin,—cut them *all* on the respective sides of the Trafalgar-square column's socles, and then, base though it be, it will not be altogether like an abscess or a cancer.

But I submit that the "Waterloo stones," however you may laugh at their archaism, and meet me with the "wants-of-the-age" cant, would better meet the monumental requirements, which are really much the same now as ever. They would but just hold their epitaph,—an epitaph not to be read through, but to speak,—to speak always to the ever-passing throng, on what will be, when free, your city's midmost, most thronged thoroughfare. There they will stand looking down on your Rialto, crowning as with the jewels of a diadem (for I should carefully choose the colours of Scotch granite, white and pink), crowning your fairest and most solid engineering work; and there, day by day, would children be shown where is written on the well-known rock, brought from afar to write it on, the name of a grandfather or a grandfather's grandfather, to be read again a hundred times, and shown again to children's children,—the name that England wrote up there in making up her jewels; and there, even when not one can be claimed as *his*, will the child ask his nurse, "What mean all these endless lists, names upon names, hundreds upon hundreds;" and the nurse will answer, "These are the names of the killed soldiers of Wellington, the peacemaker, to whom England could give nothing else, not a coffin or a grave,—could do nothing more than remember their names. These are a cloud of witnesses that England expects every one to do his duty."

E. L. Garbett.

The Park for Finsbury. — Building speculations are rapidly covering the ground intended for a park at Finsbury, but not a single step has been taken since Mr. Disraeli amused those interested by his encouraging assurances. Meetings are again being held, and an influential working committee is to be formed to urge upon the Government the necessity of taking active and immediate steps to carry out the project at once, if at all. H.R.H. the Prince Consort, it is said, has promised his countenance so soon as the *vox populi* shall have energetically and unequivocally made itself heard.

THE PASSAGE OF THE ALPS.—RAILWAYS INTO ITALY.

In this iron age, when metallic communications are the order of the day—when even Spain and Portugal have started from their lethargic apathy, and are about to take their place in the march of civilization, by forming an iron highway to connect Lisbon with Madrid, and these again with Paris; everything relating to railways deeply concerns the public, and especially that English public who not only first carried out the railroad system in Great Britain, but, singularly enough, has been mainly instrumental in extending railway ramifications throughout the world. It may, therefore, be interesting to the numerous readers of your useful and ably-conducted periodical, the organ both of architects and engineers, to be made acquainted with some of the projects which have been suggested with a view to continue the chain of intercommunication through Savoy into the Italian peninsula.

The works on those portions of the route between Turin and Susa, following the beautiful valley of the Doro, and between Modava and Geneva (where the line will run along the banks of the Arc and the Isère as far as Chambery, thence passing over the high ground by Annecy, and so on into Switzerland, where it will eventually join a prolongation of the Paris and Lyons Railroad), are about to be immediately commenced: and thus a direct communication by rail will, with one sole exception, be in a short time effected between Calais and Genoa, between the mainland of the European continent and the classic cities of far-famed Italy. It would be entirely out of the question to enter here into the advantages which must inevitably result from the complete carrying out of such an undertaking, if it were altogether practicable; volumes written on the subject could not fully detail the vast importance of such a trunk line to the arts, to science, to civilization, to Italy, to England, and to the world; the benefits it would confer upon the whole human race cannot possibly be overrated; and it is not too much to say, that the successful construction of such a line would form a new era in the history of modern advancement.

The passage of the Alps, however, presents a serious difficulty; the mighty barrier interposed by that lofty range of mountains,—the

"Flammantia mœnia mundi,"—

seems to prevent the possibility of effecting a railway communication between Susa and Modava. The Chevalier de Mons, however, an eminent Belgian engineer, who is at present charged by the Sardinian government with the construction of the line between Turin and Genoa, suggested a few years since the possibility of constructing a tunnel nearly seven miles long under the Mont Cenis, and went so far as to devise a very ingenious machine for excavating the earth. A tunnel of such a length would, however, be highly objectionable. The difficulty, expense, and time required to work it; the uncertainty with regard to the nature of the ground to be passed through in forming a passage under the beds of extensive lakes; and the impossibility of sinking shafts from the top of a mountain covered with almost perennial snow; these are but a few of the considerations which at first sight make such a speculation appear extremely hazardous; still I will not yet venture an opinion, for I hope to have the pleasure of meeting M. de Mons in a day or so, and I shall then have an opportunity of ascertaining from him how he proposes to get over those and other difficulties. In the mean time I may inform you that a number of French engineers have been busily at work during the last month in taking levels and examining the country, for the purpose of ascertaining whether the *pass* might not be got over by inclined planes, up which the trains could be drawn by means of stationary engines, while they would descend by their own momentum, as at Liége and elsewhere. This plan has also great disadvantages. The necessity for laying aside the locomotive, and having recourse to a different means of traction, is always extremely inconvenient, while the system of inclined planes is not a little dangerous; but I will send you more particulars concerning this project of the French government at another time.

I will now, however, before finishing these few hurried lines, submit to your readers a system which I would suggest as calculated to obviate the difficulty.

In the first place, I would take the easiest section the country would afford, rising as gradually as possible. On such a section I would then lay down the steepest gradient that a locomotive could ascend—say 1 in [illegible], or, if need be, occasionally 1 in [illegible]. With such rates of inclination, I would get up as high as the character of the country would permit, without necessitating too great a [illegible] of excavation. I would then have a vertical lift of seven or eight feet, which would answer the same purpose as the locks of a canal. There, where the gradient should be level, at some distance on each side, a platform, capable of being raised and lowered by hydraulic pressure or other suitable means, should be established, for the purpose of raising the trains with their locomotives to a higher level. I would then proceed as before until it became necessary to have recourse to another lift, and so on as far as required. Having in this way attained to a certain height, I would propose a tunnel of about a mile or so in length, which should be formed with two inclined planes meeting beneath the summit of the mountain. This tunnel would be of great advantage; for, besides avoiding the necessity of raising the line to an extreme elevation, it would afford a covered way for the passage of the trains in winter, when, in an open cutting or an unprotected road, the passage would be soon obstructed by accumulations of snow and ice. I would then make the line descend in the same manner at the other side of the mountain.

This is only a rough draught of my idea, but at a future period I will enter more into particulars, and, if possible, send you a section of the route I would recommend, with the various "*lifts*," and reaches indicated upon it in proper manner. The adoption of this plan of proceeding in hilly districts would greatly diminish the expense of railways, and extend the range of their usefulness to countries which, in their present adaptation to comparatively level plains, they cannot even reach. By this method we might hope to see a train drawn by an ordinary locomotive from the [illegible] of the silver-mines of Peru to the town of [illegible], situated four miles above the level of the sea.

Wm. H. Villiers Sankey.

SCENERY AND PLAYS

The Lyceum Theatre has opened with a new comedietta, "The Mysterious Lady," neatly written, and very well played, but running on an unwholesome idiosyncracy), a rattling farce, "A House out of Windows," and the revival of Mr. Planché's classical extravaganza, "The Golden Fleece," for which there is a well-painted view of the wall of the ancient stage, such as we engraved some years ago when "Antigone" was played at Covent Garden. The closing scene makes a good picture. For the farce, a novel scene has been cleverly contrived.

At the *Haymarket Theatre*, the manager has at present contented himself with the repetition of "Money," "The Road to Ruin," and "The Foundlings," with two new farces, "The Woman I adore," and "Box and Cox Married and Settled," which have not made much call on the scene-painter's services. In the latter Mr. Keeley is well fitted.

We will use the opportunity to mention with commendation a new play, in five acts, "Waldeck, or the Siege of Leyden," by Mr. Angelo Slous, which has been published by Chapman and Hall. As a composition, it is superior to his former work, "The Templar." It is admirably written, and of unflagging interest.

Lithograph of the Duke of Wellington.—Amongst the slighter memorials of the Duke recently published is a lithograph portrait by Mr. A. Stanesby.* Although the lower part of the face is somewhat exaggerated, it is a characteristic likeness, and deserves a sale.

* Published by Murray and Stanesby, Sloane-street.

To learn more about PDF Compression and OCR go to ThePaperlessOffice.org